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NEW-YORK, WEDNESDAY, JUNE 21, 1893.-FOURTEEN PAGES

TRAINS SMASH TOGETHER.

COLLISION ON THE NINTH-AVE. ELEVATED RAILROAD.

PASSENGERS INJURED, TOSSED ABOUT AND EX-CITED, PLATFORMS CRUSHED, IRON GATES

BENT AND WINDOWS BROKEN. A rear end collision on the elevated railroad in Ninth-ave., at Thirteenth-st., yesterday caused sever injuries to several persons and frightened and shocked many passengers on two crowled trains. The accident occurred at 5 p. m., when thousands of men and women employed in downtown buildings were on their way to their homes in the upper part of the of the city. There had been a vexations delay in the running of the Ninth-ave, elevated trains before the to the tracks at Twenty-third-st., where the rails had blocked. As far south as Fourteenth-st, the up

trains were stopped by trains ahead of them. Train No. 83, in charge of the conductor, John was obliged to stop at Thirteenth-st. at 5 p. m. because a train was standing at the station at Fourteenth st. The curve at Gansevoort-st. was passed by Schiffer's train just before it came to a standstill, but nobody was sent back from the rear not be seen from the track south of the

TRAINS COME TOGETHER.

Train No. 112 was following, and had passed the gineer of that train, saw no signal to warn him of lire. danger ahead, and the train was going at a fair rate of speed when it approached the Gansevoort st. tating manner. When he caught sight of the train ahead

were standing up in the cars. There was passengers in the rear car of train No. 83 saw that collision was not to be avoided, and they braced

There was a loud crash when the locomotive PLATFORM OF THE CAR SMASHED.

The platform of the rear car of the train was forms, briding of the iron gates and breaking of the plat. the windows. Two of the ears were buckled so much by the force of the collision that the wheels

the collision. One of the cylinder heads was blown out and the pieces of tren fell to the pavement. Steam escaped from the broker cylinder and the locometive was crippled completely. Windows were broken in the cars behind the locomotive, but the

PASSENGERS THROWN FROM THE PEATS.

The passengers on the two trains were shaken violently by the collision, and most of them feared for a time that the cars would fall off the track to the street payement below. Those who were standing up in the cars were thrown down, while passengers were bruised or cut by fragments of giant for leave the cars they walked to the station at Four centh-MacCollum, of No. 115 West Ninety-sixth-st., attended severely. None of the passenger, had been hurt so seriously as to require treatment in a hospital.

A TIST OF THE PEOPLE INJURED.

Antonio Petroni, thirty-eight years old, of No. 114 Eighth-ave.; Marie Petroni, his wife, thirty-five years old, and Angelina, his daughter, thirteen years old, were slightly injured. John B. Wilson, sixty-one years old, of No. 255 West One-hundred and thirtyseven years old, of No. 136 West Sixty-second-t., had his right leg badly bruised; Catherine Tully, forty-three years old, of No. 3d Bedford st., received a contusion on her head, and Alexander Graves. the Proxillan Republic, died at 1 o'clock yesterday at

with a danger signal. Schiffer declined to make any

WHAT DE. MACCULLUM SAYS.

train and to the reprehensible stupidity of the engineer in charge of the train I was on. The concussion much to present that we thought that our train would topple into the street. The passengers were load in their denanciation of the manner in which all of our lives were placed in danger. While I have no feeling against our engineer, I think that it would establish a bad precedent to pass the matter by Eghtty."

Dr. MacCullum's side was severely bruised. He

was badly shaken up.

David Natt, referred to above, a cartman, living at No. 136 West Sixty-second-st., received severe in juries. He was sitting in the second car in the forward train. The shock of the collision sent every one in that car flying from the seats. Nult was knocked down, but not before he had been thrown with such force against the arms of a seat as to al-most break his hipbone. Nutt refused to go to the

Greenwich, Conn., June 20 (Special),-Mrs. Cleveon E. C. Benedict's yacht Onelda. They were on their They will remain here for a few days as the guests of Mr. Benedict and family.

a visitor here brought a large number of people to the steamer dock to await the arrival of the Oneida, Mrs. Cleveland left Washington at 5:40 o'clock this more in a

The general passenger agents of the trunk lines yesterday took action looking toward cheap rates to the World's Fair at Chicago. They adopted recom-mendations to be considered at a future meeting of the Trunk Line Executive Committee. These recom trains at a one-fure rate (\$20) for the round trip from New-York to Chicago. The trains are to consist solely of ordinary passenger conches, no "sleepers" er dining-cars to be part of the equipment. Pas-

the route. The time for the run will be about thirty hours. No passengers will be taken in Central Traine territory, and an agreement will be reached by which the cheap exercision trains on the different trains lines will not conflict. The details will be worked out after the Executive Committee has approved the general plan.

PLANS OF THE DEMOCRATIC HOME RULERS PLANS OF THE DEMOCRATIC HOME RULERS POSSIBILITY OF A STATE ORGANIZATION—GOV-

INJURED BY AN EXPLOSION.

EIGHT FIREMEN THE VICTIMS OF NAPHTHA.

ONE MAN BLOWN ACROSS THE SIDEWALK-CON-DITION OF THREE OTHERS CRITICAL.

An explosion of naphtha in the basement of the building No. 387 Ninth-ave., yesterday afternoon, caused serious injuries to eight firemen who had been called to the place to put out a small fire. Catherine Doellner, a widow, has a cleaning and scouring place for clothing on the first floor of the building, and the basement has been used by her as a place for dyeing clothes. Her son Oscar was at work in the basement about 2 p. m. yesterday when the fire started there. He ran out of the basement to give the alarm, and three companies of firemen were quickly at the building. They were Engine Companies Nos. 26 and 34, and Hook and Ladder Company No. 21. The battallon chie's, Camp bell and Gicquel, also went to the fire to direct the car with a danger signal. The rear of the train front door of the basement. Young Doellner was standing near the firemen as they were ready to enter the basement. He was asked by Chief Campstation at Caristopher-st. Daniel Russell, the cu- bell if there were any explosive materials near the

"No. I guess not," said the young man, in a hesi

Foreman Farrell and the men of Hook and Ladder he applied the brakes, but it then was too late to Company No. 21 were entering the basement door when young Doellner seemed to remember something. Both trains were well filled with passengers, but and he called out; " ilere are three gallons of naphtha

A mement later there was a terrific explosion in persons were standing up in the case of the passengers previous to the basement, and streams of tre shot out of the shock of the meeting trains. A few persons door into the faces of the firemen. The mea were in the forward car of train No. 112 and some of the knocked down like straws by the force of the explosion. Fireman Kane, of Hook and Ladder Com-pany No. 21, was blown from the doorway clear cross the sidewalk. He fell into the gatter with his clothes on fire. I car other men of the company. driven by Russell struck the end of the train ahead. Including the fereman, were burned by the flames that shot from the basement. Three men belonging to the engine companies received similar injuries Chiefs Compbell and Gicquel and other firemen had pact was imparted instantly to the other cars of the Poellner was knocked over by the explosion, and

left the rails. The lecomotive of train No. 83 was butted on the water and put out the fire, which moved along the track several feet by the force of had breken out afresh. A call for two ambulances bulance surgeons did what they could to relieve the sufferings of the injured men by pouring oil over their burns. Eight firemen were taken to the hospital in the ambulances. They were Foreman George F. Farrell and Firemen John J. Kane, Pierce English, William Moller and Henry Hanley, of Hook and Ladder Company No. 21: Lorenzo D. Ferrin and Michael P. Crowley, of Engine Company No. 24, and Richard Gorman, the engineer of Engine Company No. 26. All of them suffered from that Farrell, Kane and Crowley also had inhaled flames, as their condition at the hospital was sold to be critical late in the afternoon The injured of the cars with so much force that they body the Yeans feedbor did not go to the sespaint, but was attended by a physician at his home after the fire

> Chief Gicquel said that he there must have been at least e-gallens of naphtha in the basement Father Gleason, a teacher in St. Michael's Roman first-st., was near the busement and was knocked

DEATH OF MARSHAL DA OLIVEIRO.

ONE OF THE MOST PROMINENT MEN IN THE

Angestal Oliveiro came to the United States has August as chief of the Brazilian Commission to the The names of several other passengers who had received less severe injuries were not obtained, as they all went to their homes without waiting to receive pervising the erection of the Brazilian Commission to the World's Fair. He spent the winter in Chicago, so pervising the erection of the Brazilian Building there. A wrecking train was sent to the scene of the and three severe attacks of the grip during the winter A wrecking train was sent to the scene of the accident and the disabled trains were removed in hour an hour. Conductor Schiffer was arrested and leeked up in the West Twentiethest, station by a policeman on the complaint of Engineer Russell, it was said. Russell declared that the collision could not have happened if Schiffer had sent a man back with a danger signal. Schiffer declined to make any in addition to Dr. Julio Grandas, the physician of the

Brazillan Commi-sion. Dr. MacCullum was a passenger in the forward the Brazillan Army and aid to Marshal da Oliveiro, car of the rear train. He said to a Tribune reporter sent telegrams vesterday afternoon to Brazillan at Chicago and Washington announcing the Marshal's death. In reply telegrams of condolence were re-The train was going at its usual rate of speed, but coived from Mayor Harrison, of Chicago, from many our engineer was evidently not watching, and because of foreign departments at the Fidr, and from fore we were able to slow up, our engine struck other prominent people. The Brazilian Minister poles.

some so violently that the arms of our seats were broken. All the persons I saw were more or less burst. I examined David Nutt, of No. 136 West sixty-second-st., and found that he had sestained a entered the arms of his country and commanded it in severe concussion and braise of the right hip. An the war between Brazil and Paragnay, 1:65-67, ball players, as well as as one of the hest. Recent other man had a broken thumb, while several others. At the formation of the Republic he took the populate was elected captain of his team for the entities. ruises or sprains of a minor character.

IE THINKS THE TWO MEN TO BLAME.

IN 1890 he served as Governor of the State of College,
my opinion the accident was due to the gross

Pernambuco, and at the beginning of 1894 was pitcher. and criminal negligence of the conductor of the front chosen to represent that state in the Federal Senate, de Aviz" given only to army officers for nine years' continuous meritorious service.

CRUSHED BY FALLING LUMBER.

A number of boys were playing about a lumber pile in Wilson's lumber yard in North Second st., Brooklyn, last evening, when the pile suddenly collapsed. About a dozen of the boys were caught beneath the timber and badly bruised and cut about their heads and faces. John Logan, thirteen years old, of No. 110 North Third-st., and George Hill, eleven years old, of No. 55 south second si., were eriously injured. Logan's arms and right leg were broken, and Hill sustained contused wounds. Both

The heat of the sun's rays yesterday afternoon aused a fire in the roof of the five story building formiture dealers, occupy the building. An engineer on the elevated rath and in the avenue discovered the fire and blew the whistle of his locomotive to give an plarm. A pollecman in the avenue rang for the firemen, but the engines of the district had been called to a slight fire in East Sixty-third-st., and did not arrive at the furniture store until the flames were rising high above the roof. Then a second were rising high above the roof. Then a second faarm and a third alarm were rung in quick succession. The flames were confined to the roof and top story of the building, but the lower stories were flowded with water. Solomon Heyman & Co. lost about \$10,000 by fire and water. The building belongs to Joseph Gelsenheimer and can be repaired for \$1,000. The losses were said to be covered by insurance. FIGHTING SHEEHANISM.

ERNOR FLOWER'S ATTEMPT TO HURT PRESIDENT CLEVELAND.

Buffalo, June 20 (Special).-It has been felt all dong that the Democratic Home Eule movement. which originated in Buttato as a result of Lieutenant Governor Sheehan's outrageous violations of Home Rule in the fast Legislature, was fall of significance and would be felt in a much wider field than Western New-York; but just how it was to be felt, or when or where, are questions that have been answered only Diestein, proprietor of "The Courier," the leading Democratic newspaper in Western New-York, is chairman of the Eric County Home Rule Democracy and of its Executive Committee. This question was asked "Does the Home Rule movement mean a

does It mean business! "It means a fight. We are here to stay," However, a talk with Mr. Bleistein and the other Home Rule leaders here made one thing more clear than it has been before, viz., the Republican party if it counts much on the nomination of an independ sort of an organized split in the Democratic ranks. The Heme Rulers have no such plans at present. It fact, their ideas are more indefinite than has been generally supposed.

Do you think the Home Rulers will have a sepgrate ticket this fall!" Mr. Elelstein was asked, No," he said. "I think not."

If Mr. Sheehan controls the nominations, and put up tools of his own for the Legislature, will the Home Rulers vote for Republican candidates 12

" Will you light Mr. Sheehan at the polls !"

isked just before. I think we will oppose Mr. Sheelinn ment would be that the Home Rule Democrats ar harges of disloyalty to the party, and are preparly

in organization unless the Democratic nominations hat they can get control of the nominations soone or later and can then insist upon the support of the "H is very likely," said Mr. Lielstein, "that we shall have condidates of our own at the cancuses."

decision on that point. But there is one thing cer-tain; no anarchy could be as had as the course of the the principle of Home Rule. That is our watchword. If we don't win next fall, we will go right on fight we will win at the caucuses, although sheelan has

Mayor Charles F. Rishop, who is in the front rank upon his head Governor Flower's wrath by his efforts to defeat the famous "Sneak" bill, was asked conin Western New York with the Kempner revolt in the the same direction, which had been started in the

efficial correspondence on the subject." The Mayor

objected for good and sufficient reasons to have is name used, talked more freely, and made sevvery important statements. "There will be no sp old tactics and counts us out in the canen

DEATH AFTER A SURGICAL OPERATION.

CLARENCE S. BAYNE, THE UNIVERSITY OF PENNSYLVANIA PETCHUR, SUFFERED

Philadelphia, June 20 - Clarence S. Dayne, the estar pitcher of the University of Pernsylvania base ball team, died this evening. He had been conflict to his bed since fast Thursday, and to day his pla-steins, after a consultation, desided that he was su our engineer was evidently not watching, and before prominent per ple. The Brazillan Minister legarity of the train ahead of us, at, I should judge, about half speed. The concussion was sufficient to shatter the front platform of our car and to badly shatter the front platform of the forward train. All the passengers in my train were thrown out of their scale, and was sufficient to shatter the front platform of the forward train. All the passengers in my train were thrown out of their scale, and the formatic from the maximum tion of the vermiform app units the first train. The jody has been constanted and will be taken back to Brazil. A religious ceremony will be taken back to Brazil, and the relations, after a consultation, decided that he was sufficient. Stephen inflammation of the vermiform app units the first train. The jody has been constanted and will be taken back to Brazil. A religious ceremony will be taken back to Brazil, and the relations, after a consultation, decided that he was sufficient. Stephen inflammation of the vermiform app units train from inflammation of the vermiform app units the first train. The jody has been constanted and will be taken back to Brazil. A religious ceremony will be taken back to Brazil. A religious ceremony will be taken back to Brazil. A religious ceremony will be taken back to Brazil. A religious ceremony will be taken back to Brazil. A religious ceremony will be taken back to Brazil. A religious ceremony will be taken back to Brazil. A religious ceremony will be taken back to Brazil. A religious ceremony will be taken back to Brazil. A religious ceremony will be taken back to Brazil. A religious ceremony will be taken back to Brazil. A religious ceremony will be taken back to Brazil. A religious ceremony will be taken back to Brazil and that an operation to remove the cause of the trains. After a consultation, after a consultation, after a consultation, after a consultation.

he was elected captain of his team for the en ain

JUSTICE BLATCHFORD EXTREMELY ILL.

- HIS MIND UNCLOUDED.

recovers. He is confined to his led and, while has ing the use of his limbs, he is unable to hold eithe a pen or a newspaper. His family have been tell to prepare for the worst. Dr. Rankin, one of the physicians, says that Justice Elatchford has suffertwo slight shocks, but is now doing well, though is extremely weak. As in all cases of this kind, there is a possibility of a fatal str-ke at any mopatient still retains his mental facultie some urgent business.

The Justice is one of Newport's pioneer summer residents, his plain summer home standing Greenough Place.

RUN OVER AND KILLED BY A WAGON

A MAN STANDING UNDER THE ELEVATED ROAD AT PORTY-THIRD TT. AND THIRD AVE. INSTANTLY KILLED.

Robert Love, of No. 429 East Sixteenthat., wa the Terminal Express Company along Third-ave., a Forty-Hird-st., yest-rday afternoon, when he was man stop under the elevated indroad in front of his as if waiting for a horse cur. Love should at its man, who appeared to be dazed and dif not know A moment later the team knocked the man down and the wagon passed over him before the driver could stop. The man was killed instantly, and his body was mangled by the wheels of the heavy wagon.

A policeman who had witnessed the accident arrested Love and locked him up in the East Fifty-first st, station. The body of the man who was killed was taken to the station also. Papers in the man's peckets showed that he was John J. Dowling, and that he had been staying at the Hotel Vincent, at Third-ave, and Forty-third-st. It was learned that Dowling was a car repeiter on a railroad in Texas-He was an Irishman, about fifty years old, and was RACEGOERS MEET DEATH.

MANY CRUSHED UNDER A CAR.

SEVEN DEAD AND MORE THAN A SCORE MORE OR LESS INJURED.

FRIGHTFUL CATASTROPHE IN THE PARKVILLE TUNNEL OF THE MANHATTAN BEACH RAIL-ROAD-MEN PINIONED BENEATH THE WRECK AND RESCUED WITH DIFFI-

> CULTY-INCIDENTS OF SELF-SACRIFICE-RESPONSIBIL-

ITY FOR THE DISASTER. The lives of several hundred people hung in the balance for a few seconds yesterday afternoon. It is only throught the quick work of an engineer and the greatest of good luck that to-day scores of homes are not houses of mourning and a large number of people are not writhing on beds of Gravesend. As it was, two men were killed outright, five others died soon afterward, and a score or so of people received wounds of a more or le men, women and children who had been to Sheepshead Bay to see the running of the great Suburban race was wreeked at 5:30 o'cle Tarkville Tunnel, on the Manhattan Beach Rail-

This is one of the most dangerous parts of the road. The track here runs through a tunnel and a narrow cut, and there would have been no means of escape if the train had been hurled entirely off the roadbed. Lives would have been dashed out as quickly as eggshells are crushed beneath a footstep. The light, open cars which are run on this road would have been seen against the rigid walls of the tunnel like so many drygoods boxes. There are two or three theorie of the cause of the accident, but an investigation of the most careful and far-reaching kind will be necessary before the blame, if blame there is, can be laid to the proper cause.

The following is the list of the casualties: THE DEAD.

CUDDY, Robert-Policeman, No. 452 West Fourteenth st., New-York, died at Seney Hospital, Brooklyn; in jured in left lung, and a fractured rib. DALY, P.-Court officer in, the Third District Civil Court, New-York; was killed instantly.

[OHNSON] Fritz G., and thirty-two a planomaker, of No. 3475 West Seventeenth-st., compound fracture of the log and internal injuries; died late last night in the

Sency Hospital, McGONIGAL, E. J., twenty-eight years old, of Phila-

where he died at midnight.

SPIN'S, Henry, a city marshal of the Jefferson Market
Police Court, New-York, died at the Soney Hospital
from infernal injuries and broken limbs.

PRINCLE, H. H., about fifty years old, fived at One. hundred and fourteenth at, and Fightheire, was nurried, and had a family of sons and daughters. Mr. Pringle was been in Ireland, and for many years lived in life, it is said, he was a school teacher, and litely had been employed as a tookkeeper or timekeeper in the offices of the elevated railract. It was said that

urle ; taken to Seley Hospital, Bloomlyn, where he

INJURED.

York right beg hope. PEALS John makes at Smith & McNell's restaurant

FIXS P J. No. 305 Denotes S. S. J. Hill SIXMMONS James, No. 217 West One-hundred and James to hundred and James John S. V. PLANN Backets out to a wars old a city marshal or the J. Serson Market Police count, if No. 153 Charles S. N. Van Sealp would a d. stander taken by

HatilNo. Louis facts for years old bourding [1.6] Patronson, Broadfur bonne in Johnstown Pollungs are conductor on Period (wait road) taken off now at Some Besidial condition se

Life NARID Parries, thirty-five years old, of No. 2.35. Eighthears, police remoderate attached to the Leonar St. police staten was been the the city has night by the staten to the Figure 1 state and him by the staten to the finds a right be and him broken Mach. No.

Scale Hospital
Fillivan J. B. Harrison, N. J.

URNER Henry brakeman on train; leg and face built injured; attended by Dr. Mostey and taken to st Mary's Hospital.

eft the Sheepshead Bay station fifteen minutes after 5 o'clock. It was one of the first of the heavily loaded trains to draw out, and there was no standing room on any part of it when it left the station. The great race of the day had been run, and there was a rush for the train to get mek to New-York. The guards and all of the officials at the station warned the passengers not to stand on the platform, but they were in so great a hurry to get home that they did not mind manging to every available place.

Those who were on the train when the accident ecurred said that it was over before they knew that anything had happened. The people whi were in the first part of the train did not know that there had been an accident until after, the tfain had stopped, and they sew a fearful commotion behind them. Men and women were rush ing up the steep bank leveling from the cut to the boulevard above; cries of pain and horror filled the air. One of the cars was leaning against

The first instinct led most of these on the train to run, and they did so in all directions, but some remained behind to abl in the work those who needed assistance. There was plenty of work for them to lo. Two men were found to be crushed to death between the rear end of the third car and the will of the tunnel, and others were found lying about injured, some of them draws in the threes of death. Word was sent immediately to Brooklyn for all

of the ambulances that could be s at.

In the mean time noble work of succor was perormed by the men who had been upon the train One of them, though severely wounded the leg, forgot his own pain and suffering to attend to the wants of the others. He was Dr. F. M. Bauer, of No. 225 East Fighty-sixth-st He remained there working as hard as he could

among the dying and badly injured ones until they

had been taken away in carriages and ambulances. The news of the accident spread rapidly an the people in the neighboring dwellings hurried to the scene of the wreck, bringing with them everything that they could think of for the aid of the wounded. Sponges, bandages and liquors END OF A LONG AND MOST REMARKABLE of all kinds were brought in large quantities and to the use of them the saving of many a life

Most of the injured men were taken to the Seney Hospital in Brooklyn. A number were taken to the Norwegian and other Brooklyn hespitals, and several were brought to this city where they were cared for at the Chambers Street Hos pital.

can be credited.

MEASURES OF THE RAILWAY COMPANY.

The railroad company did what it could after the accident to get people who were in the train, but were hurt only slightly or not at all, to their destinations.

Immediately after the news reached Bay Ridge a special train was sent down to convey such The scene of the accident was thronged with

anxious people, looking for missing relatives, until late at night. Little information could be got by them there of the wreck. All of the minor officials had been instructed to say nothing about it. B. S. McGarry, the man who was in charge of the switch tower which stands at the entrance

to the tunnel, was arrested by John Dunn, of the Gravesend police force, and taken to the Gravesend police station. He was charged with turning the switch just as the train was cross-Farly in the eyening W. H. Blood, the general

superintendent of the road, reached the of the wreek and made a cursory examination. He was extremely guarded in what he had to say to the reporter who talked with him. He said: A TALK WITH SUPERINTENDENT BLOOD.

"Those who were killed and most of those inared were standing on the steps of the cars against the express orders of the train hands. Few of those occupying seats were injured. No women dent some time after it occurred and have not yet been able to form an opinion about the cause of the disaster and the responsibility for it. B. S. McGarry, the switchman at the tunnel, has been arrested. I have received no statement from him and can express no opinion as to whether he did

"When will you make an investigation?" he was "Not to-night, at any rate," he replied.

Austin Corbin, the president of the Long Island Railroad Company, of which the Manhattan Beach road is a branch, went to Parkville last night and made a personal examination of the wreck. He would say nothing in regard to it. He had a long onsultation with Mr. Blood.

The crew of the train were John Baker, enpreer; Eldred Remsen, fireman, and George Armstrong, conductor. The ill-fated train was No. 982. The train was composed of six cars, the parlor car Jessica and cars Nos. 72, 52, 5, 45 and 47. The engine was No. 60, Henry Turner, a brakeman, stuck nobly to his duty and attemped to put on brakes. He was thrown from the train and badly injured. Shortly befere milinight warrants were issued in Gravesend for the arest of the conductor and the engage of the train. They had not been served at mid-

Quimby, the man who was supposed to be fatally injured, while being carried from the creek to a carriage, said to the bystanders: Loys, I made \$6,000 at the races to-day and this is the way I go home.

Richard Brohom, a stoneculter, fiving at No. 111 East One-hundred-and-eighteenth-st., this city, was another of the injured. Brohom was conveyed from the accident to the Bay Rilge Ferry, brought to this city and sent to the Chau-

for some time at the Colonnade Hotel. He is in business in Brooklyn. He is twenty-three years old and unmarried. His parents live in Philadelphia. After the accident he was taken

to the Seney Hospital in Brooklyn.

STATEMENT OF MULARRY. Metiarry, the switchman, whin seen at a late nour fast aight in his cell at the police heatmarters at Gravesend, said that he did not hold aimself responsible for the accident in any way. To preve this to pass through the tunnel. To preve this he called attention to the fact that the engine, the first car and the front wheels of the second car had not left the track. The accident must have been caused, he thought, by the bracking of the axle of the lind wheels of the second car. This would throw the third car off the track. Metiarry said that the engineer of the train asked him after the accident: "What did you do that for?" Did you try to throw us over the bank?" He asserted that the switch was turned so as

the bank? Metaury is twenty-one years old, and has been a switchman only since May 21. Before that time he had been employed as a telegraph operator on the ruirond.

It was thought by some that Metaury was askep in his tower when the train came along. The noise it node woke him. Forgetting that the switch was open, and seeing one of the levels closed, he pulled it oven just as the train was entering the tamnet. That lever threw open the deal or blind switch and threw the third careginals the bank. The engine and the first two ears had passed on in safety.

A PHYSICIAN'S HEROISM.

THOUGH BADLY HURT, HE CARED FOR THOSE MOST SERIOUSLY INJURED.

HIS THRILLING ACCOUNT OF THE OVERTURN ING OF THE CAR AND OF THE RESCUE OF THE MEN CAUGHT UNDER IT.

une reporter last night:

such a beautiful day, and the Suburban race be- chief to her eyes. Then she brought both fan ing such a celebrated one, I went down. The train and handkerchief away, and there again was her left the racetrack at 5:15 o'clock, on the hard, cold, undaunted, unfeeling countenance, and trip back, and there were half a dozen cars the train. Every seat was taken, all the available space between the seats being used for standing room. The cars were open summer cars like the was a long step running the whole length of the their feet to hang over. The greatest injury was but he seemed to enjoy it. He said he was perdone to these persons, for when the cars tipped over, these people got their legs caught under this step, and many limbs were taken off.

Thus crowded the train drew out of the station and ran at a tremend us speed. I could not help thinking at the tive what a terrible thing it would be if anythin, should happen to the train when it was so crewded that men were

"At 5:30 o'clock, just as the train entered the deep cut near Thirty-ninth-st., Brooklyn, I suddealy felt a terrible jolting, and the car tipped I was on the edge of one of the seats, and some person sitting on the long step on the out-

Continued on Third Page

PRICE THREE CENTS.

LIZZIE BORDEN IS FREE.

THE JURY SAYS "NOT GUILTY."

AND INTERESTING TRIAL. CLOSING SCENES IN THE COURTROOM

JUDGE DEWEY'S CHARGE TO THE JURY COM TRASTED WITH THE DISTRICT-ATTORNEY'S SPEECH-HOW THE VERDICT WAS RE-CEIVED-THE PRISONER RETURNS

TO FALL RIVER. [FROM A STAFF CORRESPONDENT OF THE TRIBUNE.] New-Bedford, June 20.-Lizzie Borden is free woman. She has returned to-night to the place where her great trial began. She is to know no more of jails and matrons and marshals and special detectives and sheriffs; no more of coroners and police magistrates, and no more of witch-burning district-attorneys. She has drunk the cup of all that experience to the very dregs,

Not guilty! Not guilty! Not guilty! It would be a pleasure to repeat the words a hundred times. For ten months this woman, by instinct, birth and cultivation a lady, used to all that was gentle and refined; torn from a home that had been of all things else quiet and comfortable; broken by the shock of a monstrous

and it is not extravagant to say that a bitterer

was never placed to human lips.



tragedy, and dismayed by the accusation that she was the cause of it, has been the object of a conit sprang. She has been surrounded by a class of vulgar people, to which her whole life had jailers. They had her at every disadvantage.

CIRCUMSTANCES AGAINST HER. If she spoke, it had to be through their mouths, and they were free to distort, as they did distort, everything she said; to manufacture, as they did manufacture; colossal lies against her. They were the officers of the public. As such they had access to the newspapers, and the stories they told, now shown to be infamously false, were the means by which public opinion was formed and crystallized against her, until, in the Street Hospital in an ambalance. He is very circle of her friendships, the belief prevailed

> Those who had been her neighbors and her gust; and of the little band that remained faithby the powers that held her in custody and that moved maliciously for her destruction to visio and assist her.

It is not remarkable that Lizzie Borden came into the courtroom that has now witnessed her triumphant vindication with the lines of proud despair traced deeply in her face. She had small reason for hope. From that Saturday night, the 6th of August, when, in the room from which the murdered bodies of her father and stepmother had been only a few hours removed, she received the Mayor of the city of Fall River and his Marshal of Police, and listened to them say: "It is you, Miss Borden, who are under susptcion-"from that moment until the day she was first brought into this courtroom her experience with the law-the law that presumed all men innocent until they are proved guilty, the law that throws a shield was a long chapter of unrelieved horrors. Goaded, hunted, deliberately lied about, made to say in-criminating words she had never thought, picthe vindictive imagination of her jailers, she had small reason to think that the last chapter of her afflictions would not be what these

DRAMATIC SCENE IN THE COURT ROOM. How wicked and silly the women have been who have crowded day after day into this court reem, gazing, almost glaring, at her proud, cold face! How little they knew of the character that lay behind the features they saw! How little competent they were to judge or understand! While the District-Attorney was speaking yesterday morning, calling her a murderess and invoking vengeance upon her, I saw her look out of the courtroom window into the sunlight and at the trees and flowers. Her chin began Dr. F. M. Baner, a physician well-known in Yorkvike, who lives at No. 225 Fast Eighty-sixth-fieres through all of his denunciations, quickly st, was one of the men hert in the accident. His filled with tears. She drew, no, she wrenched right leg was badly injured. He said to a Trib- them from the freedom they had been looking upon. She held her fan for an instant before "I seldom go to the races, but yesterday bein: her face, and behind it she touched her handkerher dry eyes fixed directly on the man who was

The scene which ended this wonderful courtroom drama presented sensation in its highest form. For four long hours the prosecutor had engaged in brilliant and merciless arraignment. His car on each side. These steps were also crowded is the voice and his the manner that suited the task he had in hand. He said it was a painful task. forming the hardest duty of his life, but he performed it with an enthusiasm, a heartiness of spirit and earnestness of manner that did not well accord with his professions. It was truly a remarkable speech, one that nobody could have mad- with the materials Mr. Knowlton had to make it, unless his soul was in it. He defended the police perjuters as if actually brunging on with their bands, while they had been angels of purity. He placed the scarcely any other part of their bodies touched word of that lying Reagan woman, the matron of the Fall River police station, over that of the seven honorable men and women who testified of her falsity. One Medley was of more value in his eyes than six or eight disinterested persons who had sworn to Medley's confusion. Ignoring the breaks the defence had made in the testimony of the State's witnesses by their own admissions and contradictions, ignoring the unbroken evi-dence that the defence had produced supplying